

## Shipping.

Hongkong, 28th February, 1895. [26]



## For Sale.

IMPORTANT INTIMATION.  
NOW READY.

(PUBLISHED BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST, A DIRECTORY AND WORK OF REFERENCE ON ALL IMPORTANT LOCAL SUBJECTS FOR HONGKONG, MACAO, CHINA, JAPAN, THE STRAITS SETTLEMENTS, SIAM, INDO-CHINA, NORTH BORNEO, THE PHILIPPINES, AND CORREA, FOR THE YEAR 1891.

PRICE THREE DOLLARS.

"THE HONGKONG DIRECTORY" has again been enlarged and is THE CHEAPEST, MOST COMPLETE, AND ONLY RELIABLE WORK OF THE KIND PUBLISHED IN THE FAR EAST.

THE above named work, published at the Office of "THE HONGKONG TELEGRAPH," contains a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Chinese Ports, including Wladivostok, Formosa, the Treaty Ports of China and Japan, Cochin-China, the Philippine Islands, Corea, British North Borneo, the British Colony of Hongkong, and the Portuguese Colony of Macao. It also contains the Principal Treaties between European countries and the United States and the countries East of the Straits, including the Treaties and Conventions between China and Great Britain, France, Germany, Russia, the United States of America, Brazil, Japan, Peru, Spain, and Portugal; together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; also descriptions of the various Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations, and all Public Bodies and Companies, Bankers, Merchants, Consuls, Professional men, and other Residents, have supplied the necessary matter, upon terms specially sent for that purpose so as to ensure accuracy. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact, no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a handy and perfectly reliable book of reference for all classes.

In addition to the information enumerated above "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 contains a carefully revised INDEX TO THE ORDINANCES OF HONGKONG.

A SPECIAL LIST OF FOREIGNERS employed in Steamers making short voyages from Hongkong; THE PRIVATE RESIDENCES of the Principal Government Officials, the Leading Merchants, the Foreign Consuls, Professional Men, Justices of the Peace, &c.

A LADIES DIRECTORY FOR HONGKONG; The latest and only reliable PLAN OF THE CITY OF VICTORIA, showing the proposed Reclamations and all recent additions and improvements.

A Mass of interesting information on various subjects, culled from the most trustworthy sources.

A SPECIAL FEATURE IN THIS PUBLICATION WILL BE A CHAPTER ON SPORT, (amended and corrected to date) dealing with almost every branch of the subject, including RACING, CRICKET, ATHLETICS, AQUATICS, &c., &c., &c.

THE WINNERS of all IMPORTANT RACES at HONGKONG, SHANGHAI, POOCHOW, and AMOY, with times, and other interesting particulars, carefully compiled from the most reliable sources, make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a *volume* for all classes of sportsmen.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" for 1891 is Printed on a superior quality of Paper, and is the best printed and most handsomely bound volume ever published East of the Suez Canal.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST," in order that it may circulate extensively outside this Colony, is published at a POPULAR PRICE, and can be ordered at this Office, for through any of our Agents at the various Ports, for

THREE DOLLARS.

There is not space in the compass of an Ordinary Advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong or any other part of the East, at such a low price.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" offers Special Advantages as an Advertising Medium. It has an extensive circulation in all Ports between Singapore and Newchwang, in the Australian Colonies, the United States, and the United Kingdom, and the scale of charges has been fixed at an exceptionally low rate. Terms can be learned on application.

Suggestions for the improvement of this work are respectfully solicited.

Orders for COPIES, and for ADVERTISEMENTS may be sent to the Agents at the various Ports, or to the Office of "THE HONGKONG TELEGRAPH" 7, Queen's Road, Hongkong.

1, Hongkong, 10th January, 1891.

## Intimations.

## DAKIN BROS. OF CHINA, LIMITED, DISPENSING CHEMISTS, &amp;c.

Sole Agents for Hongkong and China,

"LEMOINE" NATURAL CHAMPAGNE, (Without Liqueur). AWARDED PRIZE MEDAL, PARIS, 1889.

THE Special Features of this Pure Champagne are—

1st.—Its entire freedom from the usual sugary, etc., consequently it is fresher, cleaner, and more wholesome than the *Liqueured* champagnes.

2nd.—Its Delicacy, due to the first pressings only of the grapes used: the later pressings make the wine rough and coarse, and necessitate the use of liquor.

3rd.—Its Natural Dryness, which is not aggressive, making it more appetizing than satiating.

4th.—No liquor being added, the process of re-corking is very rapidly effected, so avoiding the large loss of carbonic acid gas—the most valuable property of Champagne.

Champagne should always be drunk cold; but to half freeze a light, delicate wine by putting it into an ice-pail for the best part of an hour, is to destroy all its fine vinous properties.

In former years, when heavily Liqueured Champagnes were alone obtainable, a good freezing was necessary to hide the nauseous sweetness of a ten per cent. dose of sugar-candy, and alcohol; but consumers now demand a wine free from unnatural sweetness or alcohol—a sparkling vintage which can be taken freely at luncheon or dinner, and which will improve, rather than destroy, the appetite.

No. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 10th February, 1891. [37]



BY APPOINTMENT.

## WINES AND SPIRITS.

A. S. WATSON &amp; CO., LD.

ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED WATERS.

Our New Factory has been recently refitted with automatic Steam Machinery of the latest and most approved kind, and we are well able to compete in quality with the best English Makers.

The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

## LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST PORT ORDERS, whenever practicable, are despatched by first steamer leaving after receipt of order.

FOR COAST PORTS, Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Expenses when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is, "DISPENSARY, HONGKONG," And all signed messages addressed thus will receive prompt attention.

The following is a List of Waters always kept ready in Stock—

PURE AERATED WATERS

SODA WATER

LEMONADE

POTASH WATER

SELTZER WATER

LITHIA WATER

SARSAPARILLA WATER

TONIC WATER

GINGER ALE

GINGERALE

No Credit given for bottles that look dirty, or grubby, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

## TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY

REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

BIRTH.

At Yuen-Ming-Yuen Road, Shanghai, on the 26th February, the wife of R. LAWRENCE SMITH, of a daughter, stillborn, prematurely.

The Hongkong Telegraph.

HONGKONG, TUESDAY, MARCH 3, 1891.

## LOCAL AND GENERAL.

We learn that the French gunboat *Vipera* has ashore on the Nine Pins whilst coming to Hongkong from Amoy, on Saturday. She will go late dock for repairs.

The German man-of-war *Albatross* was docked at Kowloon yesterday, taking the place of the *Sophia*, of the same squadron, which has undergone a slight overhaul.

"Can nothing more be done for the prisoner, Mr. Brief?" "I fear not, sir." "The legal expedients are all exhausted, are they?" "No, but the prisoner's money is."

An adjourned Convocation of St. Andrew's Chapter, No. 218, S.C., will be held in Freemasons' Hall, Zealand Street, to-morrow evening, at 8 for 8.30 o'clock precisely. Visiting companions are cordially invited.

DURING the last voyage of the steamer *Parly* up to Canton it is reported that an outbreak of some unknown disease occurred amongst the passengers, only one of whom, however, died before reaching Canton.

FROM enquiries made on board one of the river boats we learn that there is quite an epidemic of small-pox in Canton at the present time.

THE port of the Panaroekan, Java, has, we learn, been thrown open by the Dutch Government to the import trade and to ships of all nations. Hitherto export trade only, has been carried on at that place.

H.M.S. *Pigmy* came out of dock at Nagasaki on the 24th February, the repairs to her keel necessitated by grounding in the Inland Sea having been completed. The *Pigmy* will come on to Hongkong.

An Emergency meeting of Perseverance Lodge, No. 1165, E.C., will be held in the Freemasons' Hall, Zealand Street, on Friday, the 6th instant, at 8.30 for 9 p.m. precisely. Visiting brethren are cordially invited.

We would recommend the handsome volume *Chinese Characteristics*, by Arthur H. Smith, to all our readers. It should be in the library of every foreign resident in the Far East. Mr. Smith's sketches are admirable pictures of modern Chinese life and character.

A GOVERNMENT notice will be found in our advertisement columns notifying the public that on and after Saturday next, and until further notice, the water supply will be shut off from the whole town between the hours of 10 a.m. and 6 p.m., and between the hours of 9 p.m. and 6 a.m.

THE returns of shipbuilding in the United Kingdom, recently to hand, show that the new vessels launched up to December 31st, 1890, represented a total of 1,271,110 tons. During the previous year the totals were 1,300,933 tons compared with 963,887 in 1888, and 575,000 tons in 1887.

NEWS was received by wire in Shanghai on February 26th of the death at home of Mr. W. V. Sentance, one of the best known and most popular of the tea-buyers who visit Shanghai and Hankow annually. Mr. Sentance will be much regretted by a large circle of friends at both ports.

THE *Star Herald* is offering us congratulations, plainly asserts that the Editor of the *Telegraph* "has lately been made the object of persecution by a certain influence pervading the atmosphere of Hongkong." A truer charge was never made, as we shall have the satisfaction of showing to the world before long.

We hear that the small engineering shops in this colony are experiencing anything but a prosperous time. One firm at Yau-mai had to shut up shop a few days ago, the wages of the workmen for the month of January not being forthcoming, whilst a like company at East Point, that recently presented a rather poor report, is in somewhat similar straits.

DOUBTS are now expressed in official circles, says the *N.C. Daily News*, whether the new Nanking Viceroy will after all go to Shanghai in person to meet the Curlew, a duty which would be far more congenial to his age and habits. It is also now said that if he does go he will be lodged at the Temple of the Queen of Heaven on the Soochow Creek.

THE Editor of the *Amoy Times* has evidently a very high appreciation of the merits of this Journal. In the *Times* of February 24th he says—"We offer our congratulations to our esteemed contemporary, the *Hongkong Telegraph*. For the past ten days, it has been a marvel of news, general and local, well-written articles and bright and interesting matter. We repeat a little assertion when we call it one of the best British papers published either in or out of Great Britain."

THIS from the *Shanghai Mercury* of Feb. 26th:—"The China Navigation steamer *Nanchang*, whilst coming up the river from Bay's New Dock in tow of the tug *Fukus* this afternoon, ran into the steamer *Cass*, which was lying at anchor off the Dock. The *Cass* paid out all her chain cable to avoid the mishap, but in this endeavor both she and the *Nanchang* got foul of the barque *Waller Steinfeld*. The *Cass* lost her waywardly, but beyond this little further damage was done."

THE report of the Registrar of Joint Stock Companies in Singapore shows that during last year five new companies were registered, the Straits Steamship Co., the Carlewold Planting Co., the Siamas Planting Syndicate, the Singapore Timber and Trading Co., and the Raffles Hotel Ltd. During the same period five companies have also been wound up, the Palace Barco Planting Co., the Borneo and Malay Steamship Co., the Singapore Tramway Co., and the Rawang Mining Co. The Registrar says he has reason to believe that some companies are not carrying on business, and that some have been merged into new companies, and he therefore proposes to take steps to enforce the Ordinance.

We read in some papers that Sir John Pope Hennessy is one of the best talked about men, and, shall we say, best abused politicians of the hour. Many people have been asking whether his proposal to relieve the Sovereign and members of the Royal Family from all religious disabilities was made seriously. It was said that great pressure had been or would be brought to bear to induce him to withdraw it, and the question was raised whether his motion would be in order. One paper claims to be in a position to state that the proposition was placed on the paper in good faith, and that Sir John certainly intended to proceed with it, though it should be observed that it cannot be moved unless Mr. Gladstone's Bill is read a second time.

THE old Claque ports of Sandwich, the entrance to which is obtained through the River Stour, has been the scene of a most interesting discovery. The river changed its course the other day, and laid bare a vessel in excellent preservation. The buried vessel was of foreign build, evidently Italian, of several hundred years of age. The local history of Sandwich has it that at 300 years ago, in the reign of Henry VIII., an Italian vessel belonging to the pope sank at the entrance to the then flourishing port of Sandwich. The sand silted round the wreck and formed a bank, which eventually was blocked up the entrance to the river, and the vessel, which had declined until it reached its present insignificant condition.

THE preliminary heats of the boxing and fencing competitions, which are to be decided at the City Hall to-night, were carried out at the V.R.C. gymnasium last evening in the presence of a large number of spectators. The boxing, taken all round, was a great improvement on that shown at the last competition, and a good deal of interest was evinced in the proceedings by the general public. In the first light-weight heat E. Robinson beat A. H. Chandler, but the former was afterwards defeated by Richardson, who also knocked C. Robinson out. Rodger whipped Geddes, so the final now lies between the former and Richardson. In the heavy-weights, Wark defeated Laing, and Rodger "put up" Stewart. Laing in consequence is eligible for both the light and heavy weight contests; in the former, as stated, he will meet Richardson and in the latter Wark. The final is the exciting one between Stiles and Laing.

THE Japanese war-vessel *Hiyon-han* and *Kong-han* left Constantinople for Japan on February 10th.

A LARGE Chinese funeral, with all its attendant paraphernalia, was seen winding its way West this morning followed by a number of European ladies, when it was understood were filial duties. The deceased, we hear, was a partner in the well known firm of Tok Kee, shipowners etc.

An exposition of early American statesmanship. He—Why should you refuse him? Your grandfather signed the Declaration of Independence. Don't you believe that all men are born equal? She—Oh, yes, of course I do; but some men deteriorate after birth, you know.

THE Chinese Government, according to report, is said to be very desirous of having John Russell Young appointed Minister to Peking *vice* Colonel Denby. That, says a San Francisco contemporary, is not the best recommendation for Mr. Young. Of course we want to send a *persona grata* to any court, but the United States, at this time, should select our representative in this case. Buiingame suited China in his time, but this country was unfortunate in its Minister.

SAVES THE *Chinese Times*—Baron von Seckendorff, German Consul for Tientsin, has returned to Tientsin from his expedition to South Shantung, where he has visited all the stations of the German Catholic missions in that province. He had some very interesting experiences both in travel and in trouble with the anti-foreign spirit of the natives. In one city he was literally besieged for some time in the hospital. Eventually, however, he succeeded in making satisfactory arrangements with the Governor at Chinan-lu, by which it is hoped that the bad feeling between the missionaries and the *liberal* with cease.

THESE is little doubt now, says the *Nagasaki Review* of February 25th, that the barque *Shirakawa*, which left Nagasaki for Shanghai with a cargo of coal on the 8th ult., has foundered. In connection with her, it is stated that when she was the German barque *Siam* her captain made an attempt to scuttle her, and went into the Shanghai river reporting that she had foundered, but she was found by some of the pilots still afloat with a large hole through her side, and brought safely into port. The captain was afterwards tried in Germany for the crime, and sentenced to a term of imprisonment.

A LITTLE girl, aged about 10 years, the daughter of a journeyman tailor, who was lost at Happy Valley during the races, was found by detectives Madden and Quincey under a stack of coke in a marine hawker's store way down Fraya West, this afternoon. She was concealed in a clothes-basket behind the fuel, and owing to the fact that she was not crying for help, was all but overlooked by the officers named, who were in quest of the whereabouts of the missing one, fully turned the place upside-down whilst pursuing their search. The hawker and mistress are now in goal, and will appear at the magisterial levee to-morrow morning.

It may interest our fair readers to know that the hypocritical blush is much in vogue in fashionable circles just now, in the case of dramas where the moral is rather too suggestive it is absolutely indispensable. It is brought about by injecting a little colouring-matter into each cheek, and for two hours it gives the wearer a look of offended sensibility and soft confusion. Then it fades away, and leaves her with a wild, green-yellow aspect, as if her diaper were in insurrection on the surface of an internal sea, for she is blinded by the glare of her own nose, for the colour rushes to that organ, and resists any known form of medical treatment short of murder. Ten years, hence, there will be an impression abroad that beauties of 1890 were all faded-drinking tea, and many of them will adopt the faith of St. Peter, and hide an hopelessly inflamed proboscis in a nunnery.

A GOOD deal of credence was attached to a rumour of a shipwreck on the Canton river, the withdrawal from the river of the China Mail Company's steam navigation Company's steamer *Kiangwan*. The *Kiangwan* is at present in dock undergoing a general overhaul, but whether or not she is being "done up" preparatory to a trip North, for the purpose of resuming duty on the Yangtze, we are unable to say positively. There would appear, however, to be some truth in the rumour respecting her having been sought off the Canton run. On inquiry at the China Consulate office we were told that no direct reply could be given, either in the affirmative or negative at present. At all events Chinese fares by the *Honam*, *Fatshan*, and *Hankow* have been raised to fifty cents, whilst the *Powen* continues to run opposition to the *Pasly* at the reduced tariff—twenty cents. The new Chinese-owned steamer is rapidly being fitted up at Wanchai, and is expected to shortly take her place on the river.

AVESSEL laden principally with beer was recently wrecked at the mouth of the Swan River, Western Australia, and the dreary city of Perth foresaw a cheap drunk such as no inhabitant had even in his wildest moments ever dreamed of before. Every man who could raise a boat was out fishing for beer, and people who had no boats swam and dived in search of beer, men who plucked swine went forth on rafts and gates and dragged the beer off the bottom of the heaving deep. And then, just when the drunk was in progress, the police came down with an intimation that beer found drifting around at sea was the property of the Crown, and so the grass withered, and the flower faded, and the sunshine vanished away, for the Queen had confiscated all the liquor that was left. Evidently her Grace, as represented abroad, has an eye for any such thing that is drinkable, but the next time a wreck takes place at the Swan River, Victoria by the grace of God may do us duty herself. Her loyal subjects are feeling tired.

It has become a generally accepted fact, all the world over, and especially locally, that a policeman's life is not a happy one; and how much more truly can the same be said of a breaker? We are particularly to those who live and have their being under the friendly shade of the Clock Tower, and the verandah of Queen's Road, who will be sorely pressed to circumnavigate the following ulcer which has been perched up all over the colony:—

Whereas it appears that the side-walks of Queen's Road Central and of Pender's Street are frequently obstructed by persons collecting in numbers and standing loitering thereon, so as to threaten and obstruct such thoroughfares to the annoyance of those desirous of legitimately using the same.

Now by virtue of Ordinance No. 1860 the Captain Superintendent of Police directs that as persons do obstruct the said thoroughfares by loitering or standing in throngs on the side-paths of Queen's Road Central and Pender's Street. All persons disobeying this direction are liable on conviction to a fine or imprisonment, as provided by section 3 of Ordinance No. 1860.

(Signed) W. M. DEAN, Captain Superintendent of Police. This is all very well, and the measure would perhaps work to the comfort of the general public if it was impartially enforced. But will this be done? Time will show.

H.M.S. *Severn*, Capt. W. H. Hall, left for Amoy this morning.

WHILST prowling about Hollywood Road yesterday afternoon Inspector Quincey and Sergeant Madden bailed up a coolie who was carrying a box on his shoulders. Upon opening it they found a lot of brand new steel type, "leads," quill pens, visiting cards, pencils, and other stationers' requisites. The "porter" could not give a satisfactory explanation of his possession of such useful articles, so was carefully escorted to the Central Station, and faced the music in the Police Court this morning. Formal evidence of the arrest only was heard to-day, and the case was remanded until Thursday.

MISS LINN, an Adelaide milliner, the other week secured £100 from Mr. Alford, a pure and innocent-looking clerk in the sacred land, for breach of promise and alleged seduction. The lady is a fetching blonde, aged 22. The defence was peculiar. Mr. Alford said he could not marry his charmer because he was related to Dean Alford, who at one time held the high and mighty position of Bishop of Hongkong. Great Caesar! What next? We remember Bishop Alford, as no doubt will many of our readers, and we certainly cannot remember anything in that particularly astute member of the holy church to make us yearn to claim close relationship. Anyhow, the Bishop's relative had to ante up £100 for his little romance, and it was cheap at the price.

THAT indefatigable, able and highly popular public servant, who so faithfully discharged the duties of Acting Registrar-General until quite recently, and who now bosses the "show" at the Colonial Treasury, is very busy at the present in making inquiries respecting the cost of raising sucking pigs, following pigs, aged pigs, and, in fact, all sorts and conditions of highly interesting genus known to the ancients as *sui porcus*. A pig farm, in fact, to be established at Little Hongkong and Sergeant Ford, No. 44, is said to be the "chosen one," who for the titling sum of \$150 per month will virtually give his time to the rearing, breeding, and fattening of pigs *pro bono publico*. How the honourable the Colonial Treasurer happens to be entrusted with the matter of making up estimates in connection with the Pig Farm is another of those mysteries for which the Hongkong "inner circle" has long been considered wonderfully prolific. The idea of a pig farm is a good one in many respects, but we think it would be better were the matter left entirely in the hands of some enterprising private individual or to a public company, instead of being dependent on official bolstering, as appears to be the case at the present time at all events. All that Mr. Mitchell-Jones and Sergeant Ford know about pig breeding added to what they don't know, would fill a very large volume, and the experience of men of the business take the thing over the better it will be for those who expect to benefit by the undertaking.

SEVERAL weeks ago we intimated the likelihood of this colony being visited by Harry St. Maur's Comedy Company, which has for a long time past been playing with great success throughout Australia. We now learn that the company will, the Company will probably open here for a short season early in June. Mr. Erskine Scott, who will be well remembered locally in connection with the once popular Mascotte Opera combination, and who is now business manager to Mr. St. Maur, writes from Adelaide that the Comedy Company intended opening in Sydney for a six weeks' engagement in the middle of February, after which they would perform for a similar period in Brisbane, and then come straight on to Hongkong. Mr. Scott says the St. Maur Comedy Company is the strongest that has ever travelled. It comprises Mr. Harry St. Maur, Mr. Christie Murray, favorably known as a novelist and author, Miss Florence Seymour (an old Hongkong favorite), Mr. Geo. P. Carey, Australian's leading low comedian, and thirteen other well and favorably known artists. The *repertoire* is an extensive one and includes such novelties as "Tim the Penman," "Betty," "Brighton," "The Candidate," "The Dominions," and other London Criterion comedies, in addition to Mr. Christie Murray's productions, such as "Chimes," only recently produced, "Little Lord Fauntleroy," "The Fatal Error," etc. The Company proposes playing for a month in Hongkong, devoting a couple of months to our friends in Shanghai, and then doing Kobe and Yokohama, afterwards revisiting "Fragrant Streams" *en route* to Singapore and India. Mr. St. Maur is trying a risky experiment in coming to the Far East with such a famous following, but if the company is really high class, and the female element is a prominent feature, a big financial success is likely to be the result.

## HONGKONG PUBLIC SCHOOL.

Head Master, C. J. BATEMAN, Formerly Head Master of Modern Department, Trent College, Nottingham; Head Master of Alopp's Foundation School, Burton-on-Trent; Head Master of British Orphan Asylum, Slough.

Second Master, G. M. EYRE WHEELER, Late Third Master of St. Augustine's School, Downbury, Yorkshire.

It is with sincere regret that the Committee of the Hongkong Public School are compelled to announce to subscribers and parents of pupils that the School must be closed on the 30th of June next.

The following Statement, giving the result of this step, is submitted by the Committee:— In January, 1889, the Head Master's salary, in response to an application from him to the Committee, was raised, notwithstanding the serious loss to the School of Mrs. Bateman's services at the end of 1888, and it was also determined to hand over to the Head Master whatever portion of the Government Grant should fall to the School in addition to his own share. A second Master was at the same time engaged from England, partly because of the retirement of Mr. and Mrs. Bateman, and partly in the hope that by this step the School would attract more pupils. The total amount for which the Committee thus became responsible was \$4,800 for yearly salaries and house allowances alone. Unhappily, instead of an increase of pupils, the number actually decreased. This was attributed by Mr. Bateman, at the beginning of last year (1890) to the opening of Victoria College with its attractive quarters and large staff of teachers, and the raising of the efficiency of other schools in the Colony. All these schools charge smaller fees than the Public School could afford to ask. If an increase was to come to the Public School, it must come from the class with whom small fees are an important consideration. In 1889, therefore, while the income both from fees and donations was smaller than in 1888, the expenditure was larger than the treasury was compelled to draw \$2,000 from the Endowment Fund to meet it. Last year (1890) was the only year since the opening of the School when no Subscription List was sent round to the Community. In the previous year (1889) the Subscriptions, only amounting to \$325, and even this sum was collected with great difficulty. In 1890, had the list been sent round, subscriptions to the amount of \$1,000 or \$1,500, from a really large number of pupils, would have been a fair result.

THE following Tables, showing the bulk of Income and Expenditure since 1886, taken from the Annual Reports, explain and justify the above Statement of the Committee:—

the School by a few months. It did not seem honest to ask for subscriptions from the public for an institution which was evidently in a moribund condition.

The hope of the Committee has always been that the school would ultimately become self-supporting. It was for this purpose that an Endowment Fund was started, and from time to time added to. It was hoped that by the help of the Government and private friends the school might have been established in a Home of its own with an efficient staff. Appeals to this end were made for about ten years. At last, in 1889, Mr. Bellios most generously offered to erect a suitable school building, and the Government was asked to grant a site on favourable terms. In consequence, however, of the withdrawal of \$2,000 from the Endowment Fund mentioned above, it was not found possible, with what was left of the Fund, to purchase the site, and as from the numbers and the financial position of the school there seemed no hope of carrying out the proposed scheme or of its ever becoming self-supporting, Mr. Bellios' offer could not be definitely accepted.

The Committee are painfully conscious that the closing of the school will be a real loss to the Colony. There are and always will be, many English boys here who need such an education as this school has striven to give, and are not likely to obtain it in any other school in the Colony. The cost of efficiency is, however, too great for a school like ours to meet, without continual and large supplies of help either from Government or the public, or both. These seem impossible, and therefore the school must close. The Committee offer their warmest thanks to the subscribers for their kind and generous help to the school during the last ten years. The money expended has not been lost because the school is to close. Good work has been done by means of the money subscribed, and the efficiency of the school during the last few years has been acknowledged freely by the public. These years the Public School has had a marked and beneficial effect on education in Hongkong. To Mr. Bateman, therefore, and all who have assisted him, the thanks of the Committee are due and are hereby publicly tendered.

On behalf of the Committee, J. S. BURDON, Bishop, Chairman.

Hongkong, 10th February, 1891.

The following Tables, showing the bulk of Income and Expenditure since 1886, taken from the Annual Reports, explain and justify the above Statement of the Committee:—

1886.—Attendance 47.

School Fees ..... \$1,868.00

Subscriptions ..... 1,850.00

Interest of Endowment Fund, 598.38

..... \$4,316.38

Expenditure.

Salary of Mr. & Mrs. Bateman \$1,590.00



Fixed Deposit..... \$1,700.00  
 4 Bonds, Chinese Loan @ \$525 each... 2,100.00  
 Total..... \$3,800.00

Subtract Gift of Mr. DeLillo (available only for interest)..... \$2,000.00  
 Subtract salaries due 31st December (1 month)..... 400.00  
 Subtract salaries Jan. to June (1891)..... 2,400.00  
 \$4,600.00

Leaving for Mr. Wheeler's passage to England, &c. after 30th June, 1891..... \$372.25

The fees due from January to June 1891 may supplement the Balance available from Endowment Fund by about \$500.

## NEWS FROM THE NORTH.

(FROM A CORRESPONDENT.)

Hankow, February 21st, 1891.

As you may perceive by this heading your correspondent has reached this distant port on the Yangtze, and a city in which the native barbers alone outnumber ten times or more, the whole foreign community within the consular jurisdiction of the Great Wall here I shall in this great hive of native industry. A place famous for its brass, water-pipes, tobacco pipes, and handy though rude-looking scissors and umbrellas. Three or four miles away on the opposite bank of the Great Yangtze is the Viceregal Palace of the Liang-shu, Taung-hu, now occupied by H.E. Chang Chih-tung, noted alike for his eccentric irregularities in the entertainment of all who have dealings with him, and for his undoubted progressive ideas in the matter of introducing western innovations in the matter of the Hina. Some nine years ago or so, (1882) when his Excellency the Viceroy Chang was serving his *Nunciature*, as Governor of Shan-shi province, he invited your circulating correspondent, the indefatigable Messy, to propose to him any work of improvement he thought would tend to better the condition of the people, the revenue of the province, and the general welfare of the Empire. Messy accordingly wrote out, and personally presented to H.E. Chang Chih-tung, papers on the following subjects:

First.—The tapping of the immense coal fields of Shan-shi, on the most approved modern methods, as practiced in England.

Second.—The making of gas at the mouth of the coal pits in the hills a few miles East of the prefectural city of Tai Yuan-fu, which is the provincial capital of Shan-shi, conducting the gas direct from the retorts to the city in iron pipes, and distributing the same gas to all the houses within the circuit, for lighting, cooking and warming purposes—thus placing cheap, clean, and convenient fuel and light within reach of all, and avoiding the nuisance of smoke, soot and ashes, now so common in the city of Tai Yuan-fu.

Third.—The manufacturing of iron, on the most approved foreign method, and in suitable form to meet the many varied requirements of the inhabitants of northern China generally.

Fourth.—The manufacture of steel on the most approved methods and of various qualities, dimensions, and shapes, required for use in the various armaments and dock-yards of the Empire.

Fifth.—The purifying and refining of sulphur, or brimstone, on the most approved foreign methods, with a view of supplying the public as well as the State with a cheap and first-class article.

Sixth.—The building of a cheap but useful elevated railroad to carry the produce and manufactures of Shan-shi province to the port of Tientsin, for use thereat, or for shipment to any other part of the world that might be desirable. Also for bringing grain to Shan-shi in times of famine, from the abundant supplies it is possible to pour into Tientsin by steamers.

Seventh.—The establishment of a woollen cloth factory for the production of all marketable woollen stuffs from the almost inexhaustible supplies of fine camels' and sheep's wool obtainable locally or from Mongolia, and for the supply of the local markets with a much needed article of clothing.

Eighth.—The establishment of an Imperial Mint for the rapid and economical production of gold, silver, and copper coins, suitable in weights, dimensions, and value, but more especially for the production of national silver coins of the following values:—One tael pieces, half-tael, one mace and half-mace pieces of sterling silver fineness, and government weight.

Ninth.—The building of a Grand Trunk Railway from Peking to Hankow, and Hankow to Canton, with a view of securing the extreme northern and southern provinces of the Empire, with troops and provisions in times of war; famine, and for the convenience of the public generally at all times.

Tenth.—To establish local Post Offices in every town and city throughout the Empire, with a Provincial General Post Office in every provincial capital, and a Grand General Post Office at Peking.

Eleventh.—To construct Telegraph lines, to connect all the provincial capitals and the various treaty ports with Peking by wire.

Twelfth.—To prohibit, and effectually prevent, the cultivation of opium in many parts of China, and its dependencies, and to enter into an agreement with England with a view of suppressing the opium trade between India and China gradually, say in the course of ten years.

Thirteenth.—To establish factories in the cotton-producing counties of China for the manufacture of cotton cloth of suitable texture, from native cotton, ginned and spun by machinery, according to the most improved methods.

Now what has his Excellency Chang done with all these propositions, and projected improvements? Let us see. The Opium Convention has been arranged, but the cultivation of native opium has not been suppressed!

The Mint has been established, but at Canton instead of Peking, or Peking, and it produces an unnecessarily large number of copper coins, instead of sufficient silver coins.

The Iron and Steel Works are to be established, at Han-yang, in Hupei province, instead of at Tai-yuan, in Shan-shi province.

The machinery for a Cotton Factory has been bought, but there is no money to erect the building necessary to hold the plant, therefore the machinery is lying idle.

Machinery for the establishment of Iron and Steel Works has also arrived, but like the cotton cloth machinery it lacks a suitable locality and the indispensable building.

Ten or twelve foreign experts of various nationalities and undoubted abilities have been engaged at fair salaries and are actually here, but they lack a master mind to direct their energies aright, and to give them a fair opportunity to display their abilities. They even lack suitable quarters to live in, and they may possibly fall victims to the climate before they have had a chance to do anything useful for their employers. All this shows that it is not always easy to attempt to plough with other people's buffaloes, and that the projector of all the above plans was at least misled to consultative, if not to actual employment with respect to the execution of his plans generally, but nothing of the sort has yet been done. His Excellency Chang, when memorializing the Throne on the subject of these various important innovations, simply said that a foreign Military Officer had projected them, and that they were

not named, and has never derived any benefit from his former position as adviser to his Excellency, indeed he has rather suffered certain losses, for having taken to wearing a Chinese costume instead of his own foreign one on his Excellency's advice, and he has ever since been denied admittance to the foreign clubs by all foreigners, at the Treaty Ports.

After a considerable spell of very fine weather we had rain to-day, and the temperature is warm, too warm in fact for the season. The people are still enjoying their New Year holidays, and will continue to do so in most cases for a day or two longer, to the Feast of the Full Moon. Many will then recommence business as usual, but some will continue inactive to the end of the moon. The steamers have resumed their running between Shanghai and Hankow, and the *Swat*, Captain Scott, performed the journey in three days and five hours last trip, despite the many stoppages she had on the way up, to land or ship her numerous passengers. Trade is in a somewhat generally slack, and may easily be perceived on looking at the fine fleet of junks waiting for cargo near the mouth of the Han River—as well as by the very light draught appearance of the downward-bound steamers—the *Swat* being an exception to the rule, as she, her Captain and officers, are popular amongst Chinese passengers and shippers. When the tea season opens of course all this will be changed, and the now nearly deserted streets will be alive with a busy throng of tea men, Tea brokers, Tea buyers and Tea carriers, all hurrying off to the great *Tai-pans*, or *Cha-shi*, with the fragrant leaf. A boom in land was expected last year, but speculators and holders have been most cruelly disappointed, and they are doomed to further disappointment owing to the slackness of the Tea trade and the absence of the Master Mind to execute the many undertakings of Viceroy Chang in this quarter of the Empire. The Viceroy is going to Peking, I am told, very shortly. Let us hope so.

An instance of ill-directed energy has just come to my notice from Wuhu. It appears that on the last voyage up of the steamship *Swat*, she brought up a military mandarin, on the Yun-nan provincial staff, returning from Shanghai, on duty, and possessing a duty-free certificate for twenty-three parcels of private effects. The possession of such a certificate exempts the possessor from the disagreeable operation of being searched by the Customs officials everywhere throughout the Empire. Nevertheless a young mischief-maker, and overzealous, but indiscreet Custom-house officer at Wuhu, insisted upon searching the duty-free baggage, because, as he asserted, he had a right to search everything on board the ship. The duty-free certificate was for twenty-three parcels; the officer, however, had only six or eight parcels worthy the name, but he had a dozen or more little boxes of cakes, fruit, etc., given to him by friends on his leaving Shanghai, yet the boy officer insisted upon opening the official's best trunk, which contained a great variety of little nick-nacks, to be given as a dowry to his daughter, who is to be married shortly. Everything, however, was duty-free; there was nothing like smuggling or an attempt to smuggle on the part of the official, so he might just as easily have had a certificate for fifty as for twenty parcels. Talking the whole into our serious consideration, the indiscreet Custom officer was overstepping his duty. As the Military officers' inspectors are also the superiors of Sir Robert Hart, whose minions at Wuhu have for a long time made themselves exceedingly disagreeable, by their long continued acts of indiscretion, I know that this matter only requires to be brought to the notice of Sir Robert to be put a stop to at once.

## PIONEER.

## FORMOSA.

(FROM OUR CORRESPONDENT.)

TAIWANFOO, 24th February, 1891.

In nominal obedience to the Imperial decree H.E. Liu Ming-chuan has issued a proclamation "abolishing" the camphor monopoly, but at the same time announcing new regulations, which not only enforce all the principles of the old *regime*, in redoubled severity, but also reintroduces the obnoxious rules by which all camphor buyers (*Leu-tai* the Government) are obliged to go to defined and inconvenient markets, and carry their drug by specified routes. The proclamation purports to be based on a petition from the producers in the small camphor districts near Tai-poh, and though it bears with great force on the people in the main and central districts, these have had no say in the matter! The petitioners are made to glorify the accomplishments of Liu's frontier force, and gratefully express their appreciation of the protection given in the past. They now however, learn that as the monopoly trade (\$18 per picul) on camphor was not sufficient to pay for the military expenditure, that the troops are to be withdrawn and the savings once more be allowed to work their sweat into the people's and land. The petitioners therefore earnestly beg the Governor not to cease taxing them, or deprive them of the presence of the soldiery, suggesting that as the \$18 per picul levied previously on camphor is insufficient to defray the expenses of defence, each *Leu-tai* should pay a monthly tax of \$10 to Mexican cents, amounting to a levy of dollars eight (\$8) on each picul of camphor produced. (\$16).

The Governor granting this request and miraculously making \$3 do what \$18 was said to be insufficient for, issues a series of regulations which not only enforce a monopoly for the Government but also one in money lending! No camphor is to be bought by merchants "at the *Leu-tai*," but only after it has been taken to the Government and inconvenient places. The Government bureau of course will have ample scope and facilities for purchasing it, *en route*, and thus get ahead of the "merchants." The Government can take the drug direct to the coast ports for shipment, not the "merchants" who must let it first go to the markets, thus entailing an additional expense for transport of about \$5. The Governor's camera will continue their regular call at Lok Kang, which they have been making during the time the monopoly has been in force, and the "merchants" will have when they get to coast ports, to trust to wind and weather for the further transport of their drug. Producers cannot work unless they get advances, "merchants" (which term, of course, includes, and is probably meant for, foreigners) are not to be allowed to make these advances. Producers wanting money can only get it from the bureau so as to avoid the "hold" which induces them to all (other than the officials) would be sure to set up subjective debts to abuse and annoyance. "Merchants" should be placed at this arrangement, too, as it quite obviates all risk of being cheated by defaulting debtors. I Occurs these advances by the bureau will be met by camphor deliveries, and if this does not constitute a strong monopoly I do not know what does! The above is the gist of this proclamation, and it speaks for itself. As soon as I can get a copy I will send you full text in English. I need scarcely tell you that this new move of H.E. will be most vigorously resisted both here and at Peking, and it is to be hoped the same success in overcoming it will meet the efforts put forth as have hitherto been attained.

The country is now quiet as the authorities have ceased their attempts at trying the new taxes, and some progressive officials have been removed. The military, however, have taken advantage of the calm to sack and plunder several villages in the south, which are said to have harboured robbers and rebels during the late troubles. Discontent and bad feeling against the authorities is rampant in the south as ever, and will once more burst forth at the first chance. Altogether I cannot report favourably on the prospects of South Formosa. Trade, hampered and harassed in every way the officials can think of, struggles on, but of course the results are vastly different from those of old times. The sugar-crop this year is reported to be somewhat less than last year, but what there is of it seems to be good in quality. Steamer arrivals and departures for Japan and North China are beginning to be lively, and a few sailing ships have arrived here to load, two of them seeking. There is one sailing ship at Takow bound for Yokohama.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by Correspondents in this column.)

## THE "NANAO" TRAGEDY.

To the Editor of the "Hongkong Telegraph."

DEAR SIR,—I have read with horror in your last two Mail issues to hand, (the last being that of the 25th December) the thrilling and almost incredible accounts of the brutal, yet none the less skillful, piracy of the steamship *Nanmo*. It is always, the unexpected which happens on duty, but why should such events be unexpected? On the contrary they ought to be always expected. In a free port like Hongkong there is every facility for the arrangement of the agents among the bands of desperadoes which infest the colony and its adjacent waters. They can arm themselves to the teeth without let or hindrance in the colony, and come and go as they please. The rapacious ship-owners have for years past considered it inadvisable to risk interference with their profits by worrying passengers by searching them constantly, and competition has of late years become so keen for the native passenger traffic, that they have been carrying them for next to nothing, and far from allowing them to be harassed in any way, by such arbitrary measures as searching amongst the goods stored for the black ones, (albeit for the greater comfort and safety of the good wharf), they have allowed Chinese passengers of all kinds and descriptions to go on board like swarms of rats. This invasion of British, German and Chinese vessels takes place often right through the night, I believe, when there cannot be proper supervision exercised over them. This is the case invariably when vessels are sailing at daylight, which is often the case from Hongkong. The correspondents do not know who is on board until the vessel is underweigh, when they go the rounds to collect the fares. Now, though such a state of things may safely be tolerated in a civilized country, it certainly should not be permitted in such a place as Hongkong. Government has every right to, and should determinedly, put its foot down upon this reckless and dangerous scramble for wealth. When a vessel wishes to sail at daylight the owners should be obliged to obtain a permit from the Harbour authorities to take passengers on board after dark, and the Government should send an officer to examine every passenger, according to his discretion or instructions going on board. The very fact of such a law being passed and occasionally enforced would go a long way towards minimising the possibilities of future piratical attacks upon peaceful traders. Now is the time to strike. The Chinese are thoroughly scared, and will submit to searching with a good grace. Inaugurate the practice of searching them now (not exempting 1st-class passengers), and they'll soon fall into the process and, what is better, see the good sense of it.

I was astonished to find such a number of small-arm dealers in Hongkong during my last visit. The arms were mostly of German type, and marvellously cheap. I asked some of the dealers where they got these arms from, and they gave me the names of more than one German firm of importers. This convenient arsenal for desperadoes must be a terrible source of anxiety not only to the officials, but also to all the peaceable inhabitants on the coast of China. It is an enormous mismanagement that I have been told, for Chinamen are to be found with arms upon a Chinese city. This business on board the *Nanmo* will probably make the Chinese authorities ten times more vigilant, and notwithstanding the chances of capital punishment, no doubt many Chinese travellers will invest in arms for their own protection and, no doubt, not a few innocent Celestials will thus be necessary to their own end; for it is notoriously difficult to prove one's innocence. As Chinese coast without a liberal distribution of "the other thing."

I think, therefore, that it is high time for the Hongkong authorities to take energetic steps to check the indiscriminate sale of small arms and ammunition within the colony. In doing so they will confer a boon upon the neighbouring Chinese authorities, for which, perhaps, they would not willingly offer substantial compensation to the dealers, if some guarantee were offered by Government that the present reckless and indiscriminate sale of arms could be put under proper control. I am sure that much then for it. Searching of passengers, and control of the sale of arms; and now, thirdly, a hint as to the protection of informers! To anyone who knows anything about the ramifications of Chinese secret societies, the publication of information which could in any way lead to the identity of informers is highly indiscreet, and is absolutely dangerous to the lives of the informers themselves. I allude to the information supplied to the authorities by the Chinese coast-guard, in your issue of the 25th December under the heading "Supposed traces of part of the gang." It is, of course, very consoling to the general public to learn anything leading to hopes of eventual justice being meted out to rascals of any kind, and it is even more commendable of the Press to do all in its power to reassert public confidence as speedily as possible after any law such as the *Nanmo* business gives it; but the Press, I know, would be the last to complain if the police sometimes withheld information in the interests of justice. Unfortunately information has a peculiar way in the East, of percolating from above like a *filix rapide*, and once in possession of the Celestial underling it is a regrettable fact that it becomes, more or less, a marketable commodity. Let us hope that a number of the poor cattle dealers will suffer the "extreme penalty" for aiding justice in this matter, but if they do, the reason will not be unknown. It seems to me that only within the last twelve months you have discovered two horribly mutilated bodies of informers—one near the rifle butts at Kowloon, and the other floating in the harbour with a piece of board tied to his *quers* staling his offence! These cases ought to make the authorities very careful about disclosing information in any way calculated to lead to the identity of informers. In China, even when heavy bribes are offered, informers are loathe to come forward, and they need the most excellent guarantees of safety before they will do so. It is not only the accused who will wreak vengeance on informers, but any member of the society, and even their friends and relations.

You cannot deal with Orientals as you do with Western people. Far too much publicity is given to Chinese evidence, in our criminal cases; I

Intimations.

COLONIAL HOUSE, 4, QUEEN'S ROAD.

HONGKONG LACE CURTAINS

WHITE, CREAM, AND ART COLORINGS. NOVELTIES

IN MADRAS, JEYPORE, CRETE, AND CANVAS CURTAINS.

AT LOWEST PRICES EVER OFFERED IN HONGKONG.

NEW PREMISES, COLONIAL HOUSE, 4, QUEEN'S ROAD.

Hongkong, 27th February, 1891.

think witnesses should be asked if they have any misgivings before their names and identity are allowed to be disclosed in the Press. Who knows but what the two murdered informers alluded to above may have been hunted down for having given our officials valuable information in some serious case at Singapore or Hongkong? I am sure that fear of publicity and its inevitable consequences prevents the police from obtaining much, often sorely needed and valuable, information.

I think that very probably the reason why Captain Pocock was shot was that he and one of the gang recognized, or thought they recognized each other simultaneously. Perhaps he had served Capt. Pocock as a servant or knew him in some capacity or other before, and so he shot him as a "dead man tell no tales." The reason for shooting Petersen may have been objection on his part to being a light-house-keeper in Chinese employ and conversant with that part of the coast, and a dangerous man to their safety if he could get ashore and communicate with the local authorities. Some of the gang may have known him also and shot him lest, through his evidence as to their identity, they should be brought to justice.

I merely pen these few lines to show your numerous readers that a keen interest in their safety and welfare has been awakened, if it never existed before, in the breast of

Yours truly,  
 AN OLD CHINA RESIDENT.  
 London, 30th January, 1891.

## SIR JOHN POPE HENNESSY AND THE CARLTON CLUB.

The Exchange Telegraph Company has been favoured with a copy of the correspondence which has been laid before the Committee of the Carlton Club having reference to the resignation by Sir John Pope Hennessy of his membership of that institution. Though he has retired from the Carlton-Exchange Telegraph Company, Sir John has not apparently modified his Conservatism, which seems to be of the National and Democratic type. Before being adopted by the delegates at the county convention in November he expounded his political views, and did not then conceal his Conservatism, for he quoted an observation of Mr. Parnell, who said to him: "Owing to your Conservative principles, you and I will no doubt be seated at opposite sides when we are in our own Parliament in College-green." During the unexpected and remarkable contest, that evening, up in December, Mr. Parnell quoted an article of Sir John Pope Hennessy's from the *Contemporary Review*, in which he charged him with being a Protectionist; and, replying to this next day at the meeting at Johnstown, Sir John said he pleaded guilty to the charge as far as Ireland was concerned. On the 27th of December last, the member for North Kilkenny addressed the following letter to Earl Beauchamp:—

Rustell Castle, Co. Cork, 27th Dec, 1890.

My Lord Beauchamp,—In 1890 Mr. Dilworth said to me "I have asked Colonel Taylor to arrange with the Committee of the Carlton Club about your admission." I replied that I was already a member of the Stiffed Club, and could not then afford to join more than one London Club, but that I should be delighted to enter the Carlton Club, the best of London clubs, when I was financially in a position to do so. Some years later a few Conservative acquaintances, of whom I believe you and the Duke of Rutland are the only survivors, put down my name for the Carlton, and in course of time I was elected. When Mr. Dilworth suggested my entering the Carlton in 1890, I was after my election for the King's County on the following declaration of principles, as set forth in my address to the electors:—"Should you elect me I shall support, as an Irish representative, the policy of the Independent party. I shall assist those who are identified with that policy in obtaining a practical measure of tenant right. In everything relating to Ireland I shall act according to their counsel and judgment. In what are called Imperial questions I am prepared (consistently with what I have just said) to give an independent support to Mr. Dilworth. I believe you can vouch for the fact that I acted on those principles during the time I sat in the House of Commons, and that they were well known to the Committee of the Carlton when I was elected."

Though a Conservative in principle, I am still in favour of the policy of the Irish party. No change has occurred in my views relating to Ireland; but in the degree to which local government should be given to Ireland, the majority of the members of the Carlton Club are not as far advanced as I am. Were the Carlton an ordinary political club this would hardly be a sufficient reason for my retirement. But that which renders the Carlton one of the most agreeable of London clubs compels me to resign. It is notorious that members of the Liberal Cabinet and their minor colleagues, rather hold aloof from the common rule of members of the Reform Club and Brookers'. The reverse of this is to be seen in the Carlton. The Ministers mix freely with the other members. They discuss public questions and political prospects like other ordinary members. I have often argued with Ministers about Home Rule, and Irish questions on which we did not agree. Between such controversies and direct opposition in the House there is a practical difference; and now that I am re-entering Parliament, I have to say to my former principles, I have to say to you my resignation of membership of the Carlton before the Committee. I do this with extreme regret, looking to the kindness I have always received, and the great regard I entertain for you and so many of my club acquaintances. Believe me, with all good wishes for the season, my dear Lord, yours faithfully,  
 J. POPE HENNESSY.

If the sufferers from Consumption, Scrofula and General Debility will try Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites, they will find immediate relief and a permanent benefit. The Medical Profession in the various countries of the world universally declare it a remedy of the greatest value, and as it is very palatable it can be readily taken by the most sensitive stomach, and will never fail to give relief and comfort to the sufferer. Any Chemist can supply it.—A. S. Watson & Co. (Ld.), agents in Hongkong and China.—Advt.

## To-day's Advertisements.

## GOVERNMENT NOTIFICATION.

It is hereby notified for public information that on and after SATURDAY, the 7th instant, and until further notice, the WATER will be SHUT OFF from the whole City between the hours of 10 a.m., and 6 p.m., and between the hours of 9 p.m. and 6 a.m.

By Command,  
 W. M. DEANE,  
 Acting Colonial Secretary.

## "GLEN" LINE OF STEAM PACKETS.

FOR MARSEILLES AND LONDON, VIA SUEZ CANAL.

## THE Steamship

"GLENARTNEY,"  
 Captain Brass, will be despatched as above, on THURSDAY, the 4th inst., at Noon.  
 This Steamer has superior Accommodation for Passengers, and carries a Doctor & Stewardess.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co.,  
 Agents.  
 Hongkong, 3rd March, 1891.

## FOR SHANGHAI.

## THE Steamship

"LY-EE-MOON,"  
 Captain G. Heusermann, will be despatched for the above Port on THURSDAY, the 5th March, at 4 P.M.  
 For Freight or Passage, apply to  
 SIEMSEN & Co.,  
 Hongkong, 3rd March, 1891.

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY, MELBOURNE AND ADELAIDE.

(Calling at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

"MENMUIR,"  
 Captain Helms, will be despatched for the above Ports on SATURDAY, the 7th instant, at Noon.  
 For Freight or Passage, apply to  
 RUSSELL & Co.,  
 Agents.  
 Hongkong, 3rd March, 1891.

## THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## FOR SHANGHAI, KOBE &amp; YOKOHAMA.

## THE Company's Steamship

"OOPACK,"  
 C. H. Kemp, Commander, will be despatched as above TO-MORROW, the 4th inst., at Noon.  
 For Freight, apply to  
 ARNOLD, KARBURG & Co.,  
 Agents.  
 Hongkong, 3rd March, 1891.

## THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL, AND SINGAPORE.

## THE Company's Steamship

"OOPACK"  
 having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk, into the Godowns of the Hongkong and Kowloon Wharf Godown Company, Kowloon, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the office of the Undersigned before noon on the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 10th instant, at 4 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th inst., will be subject to rent.

Optional cargo will be forwarded unless notice to the contrary be given before 4 P.M. TO-MORROW, the 4th inst.  
 Bills of Lading will be countersigned by  
 ARNOLD, KARBURG & Co.,  
 Agents.  
 Hongkong, 3rd March, 1891.

## To-day's Advertisements.

## VICTORIA RECREATION CLUB.

## GRAND ASSAULT AT ARMS, including CHAMPIONSHIP BOXING AND FENCING COMPETITIONS, IN AID OF THE ALICE MEMORIAL HOSPITAL.

By Members of the V.R.C. under Staff-Sergeant J. Tennant, (instructor to the club), assisted by the best Athletes of the Lorne Athletic Club (A. & S. Highlanders), to be held in the THEATRE ROYAL, CITY HALL, THIS EVENING, TUESDAY, the 3rd March, 1891, Commencing at 9 p.m.

PATRONS:  
 His Excellency Sir GEORGE WILLIAM DES VUUX, K.C.M.G.  
 His Excellency Major-General G. DIGBY BARKER, C.B.  
 Commodore CHURCH, R.N.

By kind permission of Colonel CHATER and the Officers of the Regiment the Band of the A. & S. Highlanders will play selections during the evening.

The first heats of the Boxing and Fencing Competitions have been drawn as follows:—

## HEAVY WEIGHT BOXING.

1.—J. Laing v. W. Wark.  
 2.—A. Rodger v. Lieut. W. Steward.  
 3.—Richardson v. Lieut. Grafton.

## LIGHT WEIGHT BOXING.

1.—A. H. Chandler v. E. Robinson.  
 2.—H. Geddes v. W. S. Taylor.  
 3.—Richardson v. C. Robinson.  
 4.—A. Rodger v. bye.

## FENCING.

H. Slade v. R. Drury.  
 Lieut. Steward v. S. Pirry.  
 Lieut. Grafton v. J. Laing.

## PROGRAMME.

1.—Grand March of the Gladiators.  
 2.—Bayonet Exercise.  
 3.—Parallal Bars Exercise.  
 4.—Fencing (Final heat).  
 5.—Indian Club Exercises.  
 6.—Light Weight Boxing (Final heat).  
 7.—Hornpipe.  
 8.—Rings.  
 9.—Horizontal Bar Exercises.  
 10.—Heavy Weight Boxing (Final heat).  
 11.—Highland Fling.  
 12.—Quarrier Staff.  
 13.—Vaulting Horse Exercises.  
 14.—The Roughs' riot, or the Merry Melée.

## GOD SAVE THE QUEEN.

PRIZES OF ADMISSION.  
 Soldiers and Sailors.....\$0.25  
 Stalls.....1.00  
 Dress Circle—Reserved Seats.....2.00

Tickets can be obtained from Messrs. Kelly & Walsh, Ltd.

G. C. C. MASTER,  
 Hon. Sec. V.R.C.  
 Hongkong, 3rd March, 1891.

## ST. ANDREW'S HALL.

## A C O N C E R T

TO-MORROW, the 4th of March, in the ST. ANDREW'S HALL, by Officers and Men from the German Squadron, assisted by Several Local Amateurs, for the Benefit of THE BERLIN FOUNDLING HOSPITAL.

## PROGRAMME.

I. THEATRE.  
 1.—Hochzeitsrausch aus dem Sommerfeste.  
 2.—Romanze vorgelesen von Lieut. Z. See.  
 3.—Unteroffizier—Gesangschor.  
 4.—Waldbühnenstein.....Schmidt.  
 5.—Sonntag Welt.....Dauben.  
 6.—Ouverture zur Oper "Don Juan".....Mozart.  
 7.—Romanze vorgelesen von Herrn von Wille.....Becker.  
 8.—Sländchen.....Spindler.

## II. THEATRE.

7.—Fantasie aus der Oper "Lohengrin"..... Wagner.  
 8.—Cmoll—Polonaise vorgelesen von Mariepfeffer Bler.....Chopla.  
 9.—Unter—Offizier—Gesangschor.  
 10.—Witzbürger Stiltzonsmarsch.....Becker.  
 11.—Die Thier.....Witt.  
 12.—Lagunen Walzer.....Strauss.

To commence at 9.15 o'clock p.m.

Tickets at \$2 each can be secured at Kelly & Walsh, and Kruse & Co., Queen's Road, and at the Doors on the Night of the Performance.

Hongkong, 3rd March, 1891.

## STEAM TO SHANGHAI.

## THE P. &amp; O. S. N. Co's Steamship

"ORIENTAL,"  
 Captain E. Stewart, will leave for the above place at Daylight, TO-MORROW, the 4th inst., and not as previously advertised.

E. L. WOODIN,  
 Superintendent.  
 Hongkong, 3rd March, 1891.

## GEO. FENWICK &amp; Co., LIMITED.

## NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY GENERAL MEETING OF THE SHAREHOLDERS will be held at the Hongkong Hotel, on TUESDAY, the 10th instant, at Noon, for the purpose of receiving the Report of the General Manager and Statement of Accounts to 31st December, 1890, and declaring a dividend.

GEO. FENWICK,  
 General Manager.  
 Hongkong, 3rd March, 1891.

## ST. ANDREW'S CHAPTER.

No. 218, S.C.

AN ADJOURNED CONVOCATION will be held in FARMER'S HALL, Zealand Street, TO-MORROW, the 4th inst., at 4.30 p.m. precisely. Visiting Companions are cordially invited.

Hongkong, 3rd March, 1891.

## PERSEVERANCE LODGE OF

HONGKONG, No. 116, E.C.

AN EMERGENCY MEETING of the above LODGE will be held in the FARMER'S HALL, Zealand Street, on FRIDAY, the 6th inst., at 4.30 p.m



## Mails.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO, ADEN,  
ISMAILIA, PORT SAID, MALTA,  
GIBRALTAR, MARSEILLES, BRIN-  
DISI, TRIESTE, VENICE,  
PLYMOUTH, AND  
LONDON.  
ALSO  
BOMBAY, MADRAS, CALCUTTA AND  
AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR BATAVIA, PERSEM  
GULF PORTS, MARSEILLES, TRIESTE, HAM-  
BURG, NEW YORK AND ROTTERDAM.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"BENGAL" Captain W. Barrett, with  
Her Majesty's Mails, will be despatched from  
this for LONDON, via BOMBAY AND SUZ-  
CANAL, on THURSDAY, the 5th March, at  
NOON.

Cargo will be received on board until 4 P.M.  
4 P.M., on the day before sailing.  
Silk and Valuables for Europe will be  
transhipped at Colombo; General Cargo  
for London will be conveyed via Bombay without  
transhipment, arriving one week later than by  
the ordinary direct route via Colombo.

Tea will be sent either via Bombay or  
Colombo, according to arrangement.

For further particulars regarding FREIGHT AND  
PASSAGE apply to the PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY'S Office, Hong-  
kong.

The Contents and Value of Packages are re-  
quired to be declared prior to shipment.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Black Bills of Lading.

This Steamship takes Cargo and Passengers for  
Marseilles.

E. L. WOODIN,  
Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, 26th February, 1891.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVER-  
LAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN  
FRANCISCO.

THE U. S. Mail Steamship

"CITY OF RIO DE JANEIRO"

will be despatched for SAN FRANCISCO, via  
YOKOHAMA, on TUESDAY, the 10th March,  
at 1 P.M., taking Passengers and Freight for  
Japan, the United States, and Europe.

Through Bills of Lading for trans-  
portation to Yokohama and other Japan Ports,  
to San Francisco, to Atlantic and Inland Cities  
of the United States, via Overland Railways, to  
Havana, Trinidad, and Demerara, and to ports  
in Mexico, Central and South America, by the  
Company's and connecting Steamers.

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return.....392.75

available for 6 months.....325.00

To Liverpool.....325.00

To London.....332.00

To other European Ports at proportionate  
rates. Special reduced rates granted to Officers  
of the Army, Navy, Civil Service, and the  
Imperial Chinese Customs, to be obtained on  
application.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. from Return Fare.

This allowance does not apply to through  
fares from China and Japan to Europe.

Freight will be received on board until 4 P.M.  
the day previous to sailing. Parcel Packages will  
be received at the Office until 5 P.M. same day;  
all Parcel Packages should be marked to ad-  
dress in full value of cargo is required.

Consular Invoices to accompany Cargo de-  
stined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office in Sealed Envelopes, addressed to the  
Collector of Customs at San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

16th February, 1891.

OCCIDENTAL AND ORIENTAL STEAM-  
SHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE.

THE OVERLAND RAILWAYS,  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

THE Steamship

"GAZEL"

will be despatched for San Francisco, via  
Yokohama, on SATURDAY, the 21st March,  
at 1 P.M.

Connection will be made at Yokohama with  
Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to  
address in full, and same will be received at  
the Company's Office until FIVE P.M. the day  
previous to sailing.

First-class Fares granted as follows:—

To San Francisco.....\$225.00

To San Francisco and return.....392.75

available for 6 months.....325.00

To Liverpool.....325.00

To London.....332.00

To other European Ports at proportionate  
rates. Special reduced rates granted to Officers  
of the Army, Navy, Civil Service, and the  
Imperial Chinese Customs, to be obtained on  
application.

Passengers by this line have the option of  
proceeding Overland by the Southern Pacific  
and Connecting Lines, Central Pacific, Northern  
Pacific or Canadian Pacific Railways.

Passengers, who have paid full fare, re-embark-  
ing at San Francisco for China or Japan (or  
vice versa) within one year will be allowed a  
discount of 10 per cent. This allowance does  
not apply to through fares from China and  
Japan to Europe.

Consular Invoices to accompany Cargo de-  
stined to Ports beyond San Francisco, in the  
United States, should be sent to the Company's  
Office, addressed to the Collector of Customs,  
San Francisco.

For further information as to Passage and  
Freight, apply to the Agency of the Company,  
No. 50A, Queen's Road Central.

C. D. HARMAN,  
Agent.

Hongkong, 26th February, 1891.

## Mails.

NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUZ-  
CANAL, PORT SAID, BRINDISI, GENOA,  
ANTWERP, BREMEN & HAMBURG.  
PORTS IN THE LEVANT, BLACK  
SEA AND BALTIC PORTS;  
ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH  
AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON TO LAND PASSENGERS  
AND LUGGAGE.

N.B.—Cargo can be taken on through Bills  
of Lading for the principal places in  
RUSSIA.

ON SUNDAY, the 15th day of March,  
1891, at 11 A.M., the Company's Steamship  
"NECKAR," Captain H. Supper, with  
MAILS, PASSENGERS, SPECIE & CARGO,  
will leave this Port as above, calling at Genoa.

Shipping Orders will be granted till Noon.

Cargo will be received on Board until 4 P.M.

Specie and Parcels are not to be sent on Board;  
they must be left at the Agency's Office. Con-  
tents and Value of Packages are required.

The Steamer has splendid Accommodation  
and carries a Doctor and Stewardess.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.

Hongkong, 16th February, 1891.

CANADIAN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM  
HONGKONG, 1891.

(Subject to Alteration).

Empress of India, Tuesday, March 11st.

Parthia, Tuesday, April 28th.

Empress of Japan, Tuesday, May 16th.

THE Steamship

"EMPRESS OF INDIA,"

Captain O. P. Marshall, R.N.R., sailing at Noon  
on TUESDAY, the 11th March, with Her  
Majesty's Mails, will proceed to VANCOUVER,  
via SHANGHAI, NAGASAKI, INLAND  
SEA, KOBE, and YOKOHAMA.

RATES OF PASSAGE.

FROM HONGKONG, FIRST CLASS.

To Vancouver, Victoria, Esquimaux,  
New Westminster, Port Townsend,  
Seattle, Tacoma, Portland, O.....\$225.00

To Banff, Calgary.....\$225.00

To Winnipeg.....\$275.00

To Minneapolis, St. Paul, Duluth.....\$285.00

To Chicago, Kansas City, St. Louis.....\$295.00

To Milwaukee.....\$305.00

To Detroit, Cincinnati, Cleveland,  
Columbus, Hamilton, London, Ont.,  
Toronto, Niagara Falls.....\$305.00

To Kingston, Ottawa, Montreal,  
Quebec, New York, Albany, Troy,  
Rochester, Baltimore, Philadelphia,  
Pittsburg, Washington, Boston,  
Portland (Maine), Halifax, St. John.  
To Liverpool and London.....\$345.00

To Paris and Bremen.....\$345.00

To Havre and Hamburg.....\$345.00

Through Passage Tickets granted to England,  
France, and Germany by all trans-Atlantic lines  
of Steamers.

Special rates (first-class only) are granted to  
Missionaries, members of the Naval, Military,  
Diplomatic, and Civil Services, to European  
officials in service of China and Japan, and to  
Government officials.

Return Tickets.—First and second class only.

Prepaid return tickets to Pacific Coast Ports,  
and to Eastern and Interior Points of Canada  
and U.S.A. will be granted, available for—  
12 months at 25 per cent. off Return Fare.

(Time is reckoned from the date of issue to  
date of re-embarkation at Vancouver.)

Passengers to Pacific Coast Ports and to In-  
terior and Eastern Points of Canada and U.S.A.  
not holding prepaid return tickets, but who re-  
embark at Vancouver within 12 months from  
date of issue of original ticket, will be allowed  
10 per cent. off the return fare.

Prepaid return tickets to Liverpool and  
London will be issued available for 12 months  
at \$50 or for 4 months at \$75.

CARGO.—Through Bills of Lading issued to  
Japan, Pacific Coast Ports, and to Canadian  
and United States Ports.

Consular Invoices of Goods for United States  
Ports should be in quadruplicate; and one  
copy must be sent forward by the steamer  
to the care of D. E. Brown, Assistant General  
Freight and Passenger Agent, Canadian Pacific  
Railway Company, Vancouver, B. C.

Parcels must be sent to our Office with  
address marked in full by 5 P.M. on the day  
previous to sailing.

For further information as to Passage and  
Freight, apply to

ADAMSON, BELL & Co.,  
Agents.

Hongkong, 21st February, 1891.

## Consignees.

THE CHINA SHIPPERS' MUTUAL STEAM  
NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM LONDON, LIVERPOOL  
AND SINGAPORE.

THE Company's Steamship  
"HAMPSHIRE"

having arrived from the above Ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed at their risk into the Godowns  
of the Hongkong and Kowloon Wharf and  
Godown Company, Kowloon, whence delivery  
may be obtained.

No claims will be admitted after the Goods  
have left the Godowns, and all claims must be  
sent in to the Office of the Undersigned before  
Noon, on the 3rd prox., or they will not be  
received.

All broken, chipped, and damaged goods are to  
be left in the Godowns, where they will be  
examined on the 3rd prox., at 4 P.M.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 3rd  
prox. will be subject to risk.

Optional cargo will be forwarded unless notice  
to the contrary be given before noon, TO-DAY.

Bills of Lading will be countersigned by  
ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 5th February, 1891.

## Insurances.

EXAMPLES OF THE COST  
OF ASSURANCE TO A MAN AGED 30  
NEXT BIRTHDAY.

£1,000

£ 6 18 0 (a) If premiums are payable for  
whole of life

£ 9 11 6 (b) If premiums are limited to 20  
years

£ 11 4 6 (c) If premiums are limited to 15  
years

£ 13 0 0 (d) If the Sum Assured is made  
payable at age 50, or at  
death if previous.

\* Secured payments.

The same provisions if commenced at age 40  
a. b. would cost respectively (a) £8.15.0  
(b) £11.5.0 (c) £12.2.4 (d) £17.8.8 per quarter.

ADAMSON, BELL & Co.,  
Agents.

STANDARD LIFE OFFICE

ATLAS ASSURANCE COMPANY OF  
LONDON.

THE Undersigned having been appointed  
Agents for the above Company are pre-  
pared to ACCEPT RISKS AGAINST FIRE at  
Current Rates.

EDUARD SCHEILHASS & Co.,  
Agents.

Hongkong, 12th April, 1890.

GENERAL LIFE AND FIRE  
ASSURANCE COMPANY IN  
LONDON.

THE Undersigned having been appointed  
Agents for the above Company are pre-  
pared to ACCEPT RISKS AGAINST FIRE and  
LIFE at Current Rates.

REUTER, BROCKELMANN & Co.,  
Agents.

Hongkong, 1st July, 1890.

THE EQUITABLE LIFE ASSURANCE  
SOCIETY  
OF THE  
UNITED STATES.

RUSSELL & Co.,  
Agents.

Hongkong, 14th November, 1890.

NOTICE.

THE MAN ON INSURANCE COMPANY  
LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on Goods,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST,  
Hongkong, 1st February, 1891.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,  
(LIMITED).

CAPITAL, TAELS 600,000.....\$33,333.33.

RESERVE FUND.....\$318,000.00.

BOARD OF DIRECTORS.

LEE SIO, Esq. LO YUEN MOON, Esq.

LOU TAO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS ON GOODS, &c., taken  
at CURRENT RATES to all parts of the  
world.

HEAD OFFICE, 8 & 9, PRAYA WEST.  
Hongkong, 17th December, 1890.

Hotels.

THE SHAMEN HOTEL

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably  
situated within a few minutes walk of the  
"River Steamer Wharves," is now open to receive  
Visitors.

The Bed-rooms are cool, airy and comfortably  
furnished, and the spacious Dining Room, Sitting  
Rooms, and accommodation generally will be  
found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every  
luxury in season, and the cuisine is in experi-  
enced hands.

Wines, Spirits, Malt Liquors, &c., of the best  
quality only.

A. F. DO ROZARIO,  
Manager.

Hongkong, 4th November, 1890.

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one  
of the best and healthiest parts of Macao,  
and commanding an admirable view facing the  
South, was OPENED as a HOTEL on the  
1st July.

Every comfort will be provided for visitors, with  
excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water Baths.  
Large and well ventilated Dining, Billiard, and  
Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

Mrs. MARIA B. DO REMEDIOS,  
Proprietress.

PEAK HOTEL, VICTORIA GAP, PEAK,  
Adjoining the Tramway Terminus.

THE most beautiful position in the environs  
of Hongkong situated 1,250 feet above  
sea level, commanding magnificent views of the  
City and Harbour of Victoria, the mainland of  
China and neighbouring islands.

Cool Southern breezes in Summer with perfect  
protection from N.E. Winds of Winter.

The best accommodation of Visitors with  
every comfort, convenience and attention.

The Cuisine is under the best supervision and  
every luxury obtainable is supplied.

WINE, etc. the best brands and finest  
qualities only are kept.

TERMS MODERATE.

Telephone No. 50.

PEAK HOTEL & TRADING CO., Ltd.,  
Proprietors.

Hongkong, 13th February, 1891.

TOURISTS

ARE cordially invited to call and inspect our

choice collection of Japanese and Chinese  
FINE ART CURIOS, which is unequalled in  
Japan.

Every article guaranteed as represented. No  
trouble to show goods. One price only.

DEAKIN BROS. & Co., Ltd.,  
24 Beach Road, Yokohama.

Tanaka's Photography Studio.

## Auctions.

PUBLIC AUCTION  
OF  
HOUSEHOLD FURNITURE, PIANO,  
&c., &c.

THE Undersigned has received instructions  
to Sell by Public Auction, on  
THURSDAY,  
the 5th March, 1891, at 2.30 p.m., at  
No. 63, Wyndham Street,  
THE WHOLE OF THE  
HOUSEHOLD FURNITURE,  
Comprising—

SILK TAPESTRY-COVERED DRAWING-  
ROOM SUITE, English-made WALNUT  
CENTRE TABLE, PICTURES, COTTAGE  
PIANO, by Broadwood & Sons, FENDERS,  
CURTAINS, CARPETS, OVERMANTELS,  
&c., &c.

DINING TABLE and CHAIRS, CHIF-  
FONIER with Plate-glass Doors and Back,  
WHATNOT, PLATE-GLASS & CROCKERY  
WARE, CUTLERY, TABLE LINEN, STAIR  
CARPETING, &c.

American-made BEDSTEAD with SPRING  
MATTRESSES, &c., BED LINEN, Marble-top  
BUREAU, Jute WASHING STAND & SET,  
CONVERTIBLE SOUPH UPOLSTERED  
in RED PLUSH, BED-ROOM SUITE, Eng-  
lish-made MAHOGANY WARDROBE with  
Plate-glass Door.

MAHOGANY WRITING TABLE, OFFICE  
DESK, COPYING PRESS, SHANGHAI  
BATH.

Catalogues will be issued prior to Sale, and  
the above will be on view on Wednesday, the  
4th March, 1891, at 10 o'clock.

TERMS OF SALE.—As customary.  
G. R. LAMBERT,  
Auctioneer.

Hongkong, 27th February, 1891.

## Intimations.

NOTICE.

THOMAS KERR & CO.

ENGINEERS, BOILER-MAKERS  
AND  
CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS,  
KOWLOON.

OFFICE—No. 12, D'Almeida Street,  
Hongkong, 24th August 1890.

THE CHINA AND JAPAN TELEPHONE  
COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG  
TELEPHONE EXCHANGE.

25—Alcock, K. & Co.